
HOUSE BILL 1528

State of Washington

67th Legislature

2021 Regular Session

By Representatives Robertson, Barkis, and Eslick

Read first time 02/11/21. Referred to Committee on Transportation.

1 AN ACT Relating to commute trip reduction policies in light of
2 the global pandemic; amending RCW 47.66.030, 47.66.040, 47.66.100,
3 70A.15.4020, 70A.15.4040, 70A.15.4050, 82.08.0287, and 82.12.0282;
4 creating new sections; providing expiration dates; and declaring an
5 emergency.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 NEW SECTION. **Sec. 1.** The legislature finds that transportation
8 patterns drastically changed in March 2020 after the governor
9 proclaimed a state of emergency and associated proclamation to
10 prevent the spread of the novel coronavirus (COVID-19). Hundreds of
11 thousands of employees are now working from home, with an expectation
12 that they will continue to do so for months, if not years, to come.
13 Revenues for transportation programs have plummeted. The legislature
14 finds that this societal course change demands a reevaluation of the
15 commute trip reduction program and reduction of related expenditures,
16 including for costly vehicles that are not being used.

17 NEW SECTION. **Sec. 2.** (1) The joint transportation committee
18 must conduct a comprehensive assessment of the effectiveness of the
19 statewide commute trip reduction program. The assessment must
20 identify new trends in transportation behavior that have occurred

1 since March 2020. It must reevaluate the commute trip reduction
2 program statewide requirements and policies in light of the actual
3 usage of transportation services and make recommendations for changes
4 to the mandatory program elements and spending based on the new
5 societal norms and drastic reduction of commuting and business
6 travel. The assessment must provide a cost-benefit analysis based on
7 usage and effectiveness of the different types of demand management
8 measures identified in RCW 70A.15.4040 as implemented by the state
9 and major employers required to adopt a commute trip reduction plan.
10 The joint transportation committee should identify program elements
11 that ought to be modified or eliminated.

12 (2) The joint transportation committee must seek input from
13 government agencies and major employers subject to the requirements
14 of the commute trip reduction program from all across the state, as
15 well as associations representing those businesses.

16 (3) In developing and implementing the assessment, the joint
17 transportation committee must solicit input from representatives of
18 the department of transportation, the Washington state association of
19 counties, the association of Washington cities, two business
20 associations that represent major employers required to implement a
21 commute trip reduction plan, two employees that administer the
22 commute trip reduction program for major employers, and two employees
23 that administer the commute trip reduction program for government
24 agencies, and others as deemed appropriate by the executive committee
25 of the joint transportation committee.

26 (4) The recommendations must consider the different needs for
27 employers and state agencies that are located outside of urban
28 counties.

29 (5) The joint transportation committee must publicly hold a work
30 session on a proposed work plan no later than December 31, 2021, and
31 issue a report of its findings and recommendations to the
32 transportation committees of the legislature by December 31, 2022.

33 **Sec. 3.** RCW 47.66.030 and 2015 3rd sp.s. c 11 s 3 are each
34 amended to read as follows:

35 (1)(a) The department shall establish a regional mobility grant
36 program. The purpose of the grant program is to aid local governments
37 in funding projects such as intercounty connectivity service, park
38 and ride lots, rush hour transit service, and capital projects that
39 improve the connectivity and efficiency of our transportation system.

1 The department shall identify cost-effective projects that reduce
2 delay for people and goods and improve connectivity between counties
3 and regional population centers. The department shall submit a
4 prioritized list of all projects requesting funding to the
5 legislature by December 1st of each year.

6 (b) Once the department has a prioritized list, pursuant to (a)
7 of this subsection and RCW 47.66.040, of all projects requesting
8 funding, the department shall reprioritize the projects in counties
9 with a population of seven hundred thousand or more that border Puget
10 Sound based on the same criteria used for the prioritized list as
11 well as the additional criteria of coordination and integration.
12 After this reprioritization, the department shall integrate these
13 reprioritized projects with the prioritized projects from all other
14 counties while ensuring that the prioritized projects from all other
15 counties do not move to a lower relative position on this integrated
16 list or, if a prioritized project from all other counties is in the
17 funded portion of the prioritized list, out of the funded portion of
18 this integrated list.

19 (2) The department may establish an advisory committee to carry
20 out the mandates of this chapter.

21 (3) The department must report annually to the transportation
22 committees of the legislature on the status of any grants projects
23 funded by the program created under this section.

24 (4) During the 2021-2023 biennium, the department may not
25 recommend or award funding to purchase car pool or van pool vehicles
26 for the purposes of commute trip reduction.

27 **Sec. 4.** RCW 47.66.040 and 2005 c 318 s 5 are each amended to
28 read as follows:

29 (1) The department shall select projects based on a competitive
30 process. The competition shall be consistent with the following
31 criteria:

- 32 (a) Local, regional, and state transportation plans;
- 33 (b) Local transit development plans; and
- 34 (c) Local comprehensive land use plans.

35 (2) The following criteria shall be considered by the department
36 in selecting programs and projects:

37 (a) Objectives of the growth management act, the high capacity
38 transportation act, the commute trip reduction act, transportation
39 demand management programs, federal and state air quality

1 requirements, and federal Americans with Disabilities Act and related
2 state accessibility requirements; and

3 (b) Enhancing the efficiency of regional corridors in moving
4 people among jurisdictions and modes of transportation, energy
5 efficiency issues, reducing delay for people and goods, freight and
6 goods movement as related to economic development, regional
7 significance, rural isolation, the leveraging of other funds, and
8 safety and security issues.

9 (3) The department shall determine the appropriate level of local
10 match required for each project based on the source of funds. The
11 department may determine that no match is required for small cities
12 and rural areas.

13 (4) During the 2021-2023 biennium, the department may not
14 recommend or award funding to purchase car pool or van pool vehicles
15 for purposes of commute trip reduction.

16 **Sec. 5.** RCW 47.66.100 and 2011 c 272 s 2 are each amended to
17 read as follows:

18 (1) The department shall establish a rural mobility grant
19 program. The purpose of the grant program is to aid small cities and
20 rural areas, as identified in the "Summary of Public Transportation -
21 2008" published by the department or subsequent versions published by
22 the department.

23 (a) Fifty percent of the money appropriated for the rural
24 mobility grant program must go to noncompetitive grants that must be
25 distributed to the transit systems serving small cities and rural
26 areas in a manner similar to past disparity equalization programs.

27 (b) Fifty percent of the money appropriated for the rural
28 mobility grant program must go to competitive grants to providers of
29 rural mobility service in areas not served or underserved by transit
30 agencies.

31 (2) The department may establish an advisory committee to carry
32 out the mandates of this section.

33 (3) The department must report annually to the transportation
34 committees of the legislature on the status of any grants projects
35 funded by the program created under this section.

36 ~~(4) ((During the 2011-2013 fiscal biennium, the department shall,~~
37 ~~with money appropriated for the competitive grants program under~~
38 ~~subsection (1)(b) of this section, implement a pilot project to~~
39 ~~provide agricultural workers with enhanced transit opportunities~~

1 ~~through the establishment of one or more vanpool programs. The pilot~~
2 ~~project must, at a minimum, provide appropriate vehicles, insurance,~~
3 ~~and maintenance, and may charge an appropriate fee, as determined by~~
4 ~~the department, to the riders in a vanpool.)) During the 2021-2023~~
5 ~~biennium, the department may not recommend or award funding to~~
6 ~~purchase car pool or van pool vehicles for the purposes of commute~~
7 ~~trip reduction.~~

8 **Sec. 6.** RCW 70A.15.4020 and 2020 c 20 s 1125 are each amended to
9 read as follows:

10 The requirements in this section are suspended until December 31,
11 2023. Counties and cities must suspend local ordinances and
12 associated activities until December 31, 2023. Employers may not be
13 required to adopt a commute trip reduction plan or take any action
14 pursuant to this section during the time of suspension.

15 (1) Each county containing an urban growth area, designated
16 pursuant to RCW 36.70A.110, and each city within an urban growth area
17 with a state highway segment exceeding the one hundred person hours
18 of delay threshold calculated by the department of transportation, as
19 well as those counties and cities located in any contiguous urban
20 growth areas, shall adopt a commute trip reduction plan and ordinance
21 for major employers in the affected urban growth area by a date
22 specified by the commute trip reduction board. Jurisdictions located
23 within an urban growth area with a population greater than seventy
24 thousand that adopted a commute trip reduction ordinance before the
25 year 2000, as well as any jurisdiction within contiguous urban growth
26 areas, shall also adopt a commute trip reduction plan and ordinance
27 for major employers in the affected urban growth area by a date
28 specified by the commute trip reduction board. Jurisdictions
29 containing a major employment installation in a county with an
30 affected growth area, designated pursuant to RCW 36.70A.110, shall
31 adopt a commute trip reduction plan and ordinance for major employers
32 in the major employment installation by a date specified by the
33 commute trip reduction board. The ordinance shall establish the
34 requirements for major employers and provide an appeals process by
35 which major employers, who as a result of special characteristics of
36 their business or its locations would be unable to meet the
37 requirements of the ordinance, may obtain waiver or modification of
38 those requirements. The plan shall be designed to achieve reductions
39 in the proportion of single-occupant vehicle commute trips and be

1 consistent with the rules established by the department of
2 transportation. The county, city, or town shall submit its adopted
3 plan to the regional transportation planning organization. The
4 county, city, or town plan shall be included in the regional commute
5 trip reduction plan for regional transportation planning purposes,
6 consistent with the rules established by the department of
7 transportation in RCW 70A.15.4060.

8 (2) All other counties, cities, and towns may adopt and implement
9 a commute trip reduction plan consistent with department of
10 transportation rules established under RCW 70A.15.4060. Tribal
11 governments are encouraged to adopt a commute trip reduction plan for
12 their lands. State investment in voluntary commute trip reduction
13 plans shall be limited to those areas that meet criteria developed by
14 the commute trip reduction board.

15 (3) The department of ecology may, after consultation with the
16 department of transportation, as part of the state implementation
17 plan for areas that do not attain the national ambient air quality
18 standards for carbon monoxide or ozone, require municipalities other
19 than those identified in subsection (1) of this section to adopt and
20 implement commute trip reduction plans if the department determines
21 that such plans are necessary for attainment of said standards.

22 (4) A commute trip reduction plan shall be consistent with the
23 rules established under RCW 70A.15.4060 and shall include but is not
24 limited to (a) goals for reductions in the proportion of single-
25 occupant vehicle commute trips consistent with the state goals
26 established by the commute trip reduction board under RCW 70A.15.4060
27 and the regional commute trip reduction plan goals established in the
28 regional commute trip reduction plan; (b) a description of the
29 requirements for major public and private sector employers to
30 implement commute trip reduction programs; (c) a commute trip
31 reduction program for employees of the county, city, or town; and (d)
32 means, consistent with rules established by the department of
33 transportation, for determining base year values and progress toward
34 meeting commute trip reduction plan goals. The plan shall be
35 developed in consultation with local transit agencies, the applicable
36 regional transportation planning organization, major employers, and
37 other interested parties.

38 (5) The commute trip reduction plans adopted by counties, cities,
39 and towns under this chapter shall be consistent with and may be
40 incorporated in applicable state or regional transportation plans and

1 local comprehensive plans and shall be coordinated, and consistent
2 with, the commute trip reduction plans of counties, cities, or towns
3 with which the county, city, or town has, in part, common borders or
4 related regional issues. Such regional issues shall include assuring
5 consistency in the treatment of employers who have worksites subject
6 to the requirements of this chapter in more than one jurisdiction.
7 Counties, cities, and towns adopting commute trip reduction plans may
8 enter into agreements through the interlocal cooperation act or by
9 resolution or ordinance as appropriate with other jurisdictions,
10 local transit agencies, transportation management associations or
11 other private or nonprofit providers of transportation services, or
12 regional transportation planning organizations to coordinate the
13 development and implementation of such plans. Transit agencies shall
14 work with counties, cities, and towns as a part of their six-year
15 transit development plan established in RCW 35.58.2795 to take into
16 account the location of major employer worksites when planning and
17 prioritizing transit service changes or the expansion of public
18 transportation services, including rideshare services. Counties,
19 cities, or towns adopting a commute trip reduction plan shall review
20 it annually and revise it as necessary to be consistent with
21 applicable plans developed under RCW 36.70A.070. Regional
22 transportation planning organizations shall review the local commute
23 trip reduction plans during the development and update of the
24 regional commute trip reduction plan.

25 (6) Each affected regional transportation planning organization
26 shall adopt a commute trip reduction plan for its region consistent
27 with the rules and deadline established by the department of
28 transportation under RCW 70A.15.4060. The plan shall include, but is
29 not limited to: (a) Regional program goals for commute trip reduction
30 in urban growth areas and all designated growth and transportation
31 efficiency centers; (b) a description of strategies for achieving the
32 goals; (c) a sustainable financial plan describing projected revenues
33 and expenditures to meet the goals; (d) a description of the way in
34 which progress toward meeting the goals will be measured; and (e)
35 minimum criteria for growth and transportation efficiency centers.

36 (i) Regional transportation planning organizations shall review
37 proposals from local jurisdictions to designate growth and
38 transportation efficiency centers and shall determine whether the
39 proposed growth and transportation efficiency center is consistent
40 with the criteria defined in the regional commute trip reduction

1 plan. (ii) Growth and transportation efficiency centers certified as
2 consistent with the minimum requirements by the regional
3 transportation planning organization shall be identified in
4 subsequent updates of the regional commute trip reduction plan. These
5 plans shall be developed in collaboration with all affected local
6 jurisdictions, transit agencies, and other interested parties within
7 the region. The plan will be reviewed and approved by the commute
8 trip reduction board as established under RCW 70A.15.4060. Regions
9 without an approved regional commute trip reduction plan shall not be
10 eligible for state commute trip reduction program funds.

11 The regional commute trip reduction plan shall be consistent with
12 and incorporated into transportation demand management components in
13 the regional transportation plan as required by RCW 47.80.030.

14 (7) Each regional transportation planning organization
15 implementing a regional commute trip reduction program shall,
16 consistent with the rules and deadline established by the department
17 of transportation, submit its plan as well as any related local
18 commute trip reduction plans and certified growth and transportation
19 efficiency center programs, to the commute trip reduction board
20 established under RCW 70A.15.4060. The commute trip reduction board
21 shall review the regional commute trip reduction plan and the local
22 commute trip reduction plans. The regional transportation planning
23 organization shall collaborate with the commute trip reduction board
24 to evaluate the consistency of local commute trip reduction plans
25 with the regional commute trip reduction plan. Local and regional
26 plans must be approved by the commute trip reduction board in order
27 to be eligible for state funding provided for the purposes of this
28 chapter.

29 (8) Each regional transportation planning organization
30 implementing a regional commute trip reduction program shall submit
31 an annual progress report to the commute trip reduction board
32 established under RCW 70A.15.4060. The report shall be due at the end
33 of each state fiscal year for which the program has been implemented.
34 The report shall describe progress in attaining the applicable
35 commute trip reduction goals and shall highlight any problems being
36 encountered in achieving the goals. The information shall be reported
37 in a form established by the commute trip reduction board.

38 (9) Any waivers or modifications of the requirements of a commute
39 trip reduction plan granted by a jurisdiction shall be submitted for
40 review to the commute trip reduction board established under RCW

1 70A.15.4060. The commute trip reduction board may not deny the
2 granting of a waiver or modification of the requirements of a commute
3 trip reduction plan by a jurisdiction but they may notify the
4 jurisdiction of any comments or objections.

5 (10) Plans implemented under this section shall not apply to
6 commute trips for seasonal agricultural employees.

7 (11) Plans implemented under this section shall not apply to
8 construction worksites when the expected duration of the construction
9 project is less than two years.

10 (12) If an affected urban growth area has not previously
11 implemented a commute trip reduction program and the state has funded
12 solutions to state highway deficiencies to address the area's
13 exceeding the person hours of delay threshold, the affected urban
14 growth area shall be exempt from the duties of this section for a
15 period not exceeding two years.

16 **Sec. 7.** RCW 70A.15.4040 and 2020 c 20 s 1127 are each amended to
17 read as follows:

18 The requirements in this section are suspended until December 31,
19 2023. State agencies must suspend rules and associated activities
20 until December 31, 2023. Employers may not be required to adopt a
21 commute trip reduction plan or take any action pursuant to this
22 section during the time of suspension.

23 (1) State agency worksites are subject to the same requirements
24 under this section and RCW 70A.15.4050 as private employers.

25 (2) Not more than ninety days after the adoption of a
26 jurisdiction's commute trip reduction plan, each major employer in
27 that jurisdiction shall perform a baseline measurement consistent
28 with the rules established by the department of transportation under
29 RCW 70A.15.4060. Not more than ninety days after receiving the
30 results of the baseline measurement, each major employer shall
31 develop a commute trip reduction program and shall submit a
32 description of that program to the jurisdiction for review. The
33 program shall be implemented not more than ninety days after approval
34 by the jurisdiction.

35 (3) A commute trip reduction program of a major employer shall
36 consist of, at a minimum (a) designation of a transportation
37 coordinator and the display of the name, location, and telephone
38 number of the coordinator in a prominent manner at each affected
39 worksite; (b) regular distribution of information to employees

1 regarding alternatives to single-occupant vehicle commuting; (c) a
2 regular review of employee commuting and reporting of progress toward
3 meeting the single-occupant vehicle reduction goals to the county,
4 city, or town consistent with the method established in the commute
5 trip reduction plan and the rules established by the department of
6 transportation under RCW 70A.15.4060; and (d) implementation of a set
7 of measures designed to achieve the applicable commute trip reduction
8 goals adopted by the jurisdiction. Such measures may include but are
9 not limited to:

10 (i) Provision of preferential parking or reduced parking charges,
11 or both, for high occupancy vehicles and motorcycles;

12 (ii) Instituting or increasing parking charges for single-
13 occupant vehicles;

14 (iii) Provision of commuter ride matching services to facilitate
15 employee ride sharing for commute trips;

16 (iv) Provision of subsidies for transit fares;

17 (v) Provision of vans for van pools;

18 (vi) Provision of subsidies for car pooling or van pooling;

19 (vii) Permitting the use of the employer's vehicles for car
20 pooling or van pooling;

21 (viii) Permitting flexible work schedules to facilitate
22 employees' use of transit, car pools, or van pools;

23 (ix) Cooperation with transportation providers to provide
24 additional regular or express service to the worksite;

25 (x) Construction of special loading and unloading facilities for
26 transit, car pool, and van pool users;

27 (xi) Provision of bicycle parking facilities, lockers, changing
28 areas, and showers for employees who bicycle or walk to work;

29 (xii) Provision of a program of parking incentives such as a
30 rebate for employees who do not use the parking facility;

31 (xiii) Establishment of a program to permit employees to work
32 part or full time at home or at an alternative worksite closer to
33 their homes;

34 (xiv) Establishment of a program of alternative work schedules
35 such as compressed workweek schedules which reduce commuting; and

36 (xv) Implementation of other measures designed to facilitate the
37 use of high occupancy vehicles such as on-site day care facilities
38 and emergency taxi services.

39 (4) Employers or owners of worksites may form or utilize existing
40 transportation management associations or other transportation-

1 related associations authorized by RCW 35.87A.010 to assist members
2 in developing and implementing commute trip reduction programs.

3 (5) Employers shall make a good faith effort towards achievement
4 of the goals identified in RCW 70A.15.4020(4) (d).

5 **Sec. 8.** RCW 70A.15.4050 and 2020 c 20 s 1128 are each amended to
6 read as follows:

7 The requirements in this section are suspended until December 31,
8 2023. Counties and cities must suspend local ordinances and
9 associated activities until December 31, 2023. Employers may not be
10 required to adopt a commute trip reduction plan or take any action
11 pursuant to this section during the time of suspension.

12 (1) Each jurisdiction implementing a commute trip reduction plan
13 under this chapter or as part of a plan or ordinance developed under
14 RCW 36.70A.070 shall review each employer's initial commute trip
15 reduction program to determine if the program is likely to meet the
16 applicable commute trip reduction goals. The employer shall be
17 notified by the jurisdiction of its findings. If the jurisdiction
18 finds that the program is not likely to meet the applicable commute
19 trip reduction goals, the jurisdiction will work with the employer to
20 modify the program as necessary. The jurisdiction shall complete
21 review of each employer's initial commute trip reduction program
22 within ninety days of receipt.

23 (2) Employers implementing commute trip reduction programs are
24 expected to undertake good faith efforts to achieve the goals
25 outlined in RCW 70A.15.4020(4). Employers are considered to be making
26 a good faith effort if the following conditions have been met:

27 (a) The employer has met the minimum requirements identified in
28 RCW 70A.15.4040;

29 (b) The employer has notified the jurisdiction of its intent to
30 substantially change or modify its program and has either received
31 the approval of the jurisdiction to do so or has acknowledged that
32 its program may not be approved without additional modifications;

33 (c) The employer has provided adequate information and
34 documentation of implementation when requested by the jurisdiction;
35 and

36 (d) The employer is working collaboratively with its jurisdiction
37 to continue its existing program or is developing and implementing
38 program modifications likely to result in improvements to the program
39 over an agreed upon length of time.

1 (3) Each jurisdiction shall review at least once every two years
2 each employer's progress and good faith efforts toward meeting the
3 applicable commute trip reduction goals. If an employer makes a good
4 faith effort, as defined in this section, but is not likely to meet
5 the applicable commute trip reduction goals, the jurisdiction shall
6 work collaboratively with the employer to make modifications to the
7 commute trip reduction program. Failure of an employer to reach the
8 applicable commute trip reduction goals is not a violation of this
9 chapter.

10 (4) If an employer fails to make a good faith effort and fails to
11 meet the applicable commute trip reduction goals, the jurisdiction
12 shall work collaboratively with the employer to propose modifications
13 to the program and shall direct the employer to revise its program
14 within thirty days to incorporate those modifications or
15 modifications which the jurisdiction determines to be equivalent.

16 (5) ~~((Each))~~ Beginning December 31, 2023, each jurisdiction
17 implementing a commute trip reduction plan pursuant to this chapter
18 may impose civil penalties, in the manner provided in chapter 7.80
19 RCW, for failure by an employer to implement a commute trip reduction
20 program or to modify its commute trip reduction program as required
21 in subsection (4) of this section. No major employer may be held
22 liable for civil penalties for failure to reach the applicable
23 commute trip reduction goals. No major employer shall be liable for
24 civil penalties under this chapter if failure to achieve a commute
25 trip reduction program goal was the result of an inability to reach
26 agreement with a certified collective bargaining agent under
27 applicable laws where the issue was raised by the employer and
28 pursued in good faith.

29 (6) Jurisdictions shall notify major employers of the procedures
30 for applying for goal modification or exemption from the commute trip
31 reduction requirements based on the guidelines established by the
32 commute trip reduction board authorized under RCW 70A.15.4060.

33 **Sec. 9.** RCW 82.08.0287 and 2020 c 20 s 1472 are each amended to
34 read as follows:

35 ~~((1))~~ The tax imposed by this chapter does not apply to sales
36 of passenger motor vehicles which are to be used primarily for
37 ~~((commuter ride sharing or))~~ ride sharing for persons with special
38 transportation needs, as defined in RCW 46.74.010, if the vehicles

1 are used as ride-sharing vehicles for thirty-six consecutive months
2 beginning from the date of purchase.

3 ~~((2) To qualify for the tax exemption, those passenger motor
4 vehicles with five or six passengers, including the driver, used for
5 commuter ride sharing, must be operated either within the state's
6 eight largest counties that are required to develop commute trip
7 reduction plans as directed by chapter 70A.15 RCW or in other
8 counties, or cities and towns within those counties, that elect to
9 adopt and implement a commute trip reduction plan. Additionally at
10 least one of the following conditions must apply: (a) The vehicle
11 must be operated by a public transportation agency for the general
12 public; or (b) the vehicle must be used by a major employer, as
13 defined in RCW 70A.15.4010 as an element of its commute trip
14 reduction program for their employees; or (c) the vehicle must be
15 owned and operated by individual employees and must be registered
16 either with the employer as part of its commute trip reduction
17 program or with a public transportation agency serving the area where
18 the employees live or work. Individual employee owned and operated
19 motor vehicles will require certification that the vehicle is
20 registered with a major employer or a public transportation agency.
21 Major employers who own and operate motor vehicles for their
22 employees must certify that the commuter ride-sharing arrangement
23 conforms to a carpool/vanpool element contained within their commute
24 trip reduction program.))~~

25 **Sec. 10.** RCW 82.12.0282 and 2020 c 20 s 1477 are each amended to
26 read as follows:

27 ~~((1))~~ The tax imposed by this chapter does not apply with
28 respect to the use of passenger motor vehicles used primarily for
29 ~~((commuter ride sharing or))~~ ride sharing for persons with special
30 transportation needs, as defined in RCW 46.74.010, if the vehicles
31 are used as ride-sharing vehicles for thirty-six consecutive months
32 beginning with the date of first use.

33 ~~((2) To qualify for the tax exemption, those passenger motor
34 vehicles with five or six passengers, including the driver, used for
35 commuter ride sharing, must be operated either within the state's
36 eight largest counties that are required to develop commute trip
37 reduction plans as directed by chapter 70A.15 RCW or in other
38 counties, or cities and towns within those counties, that elect to
39 adopt and implement a commute trip reduction plan. Additionally at~~

1 ~~least one of the following conditions must apply: (a) The vehicle~~
2 ~~must be operated by a public transportation agency for the general~~
3 ~~public; or (b) the vehicle must be used by a major employer, as~~
4 ~~defined in RCW 70A.15.4010 as an element of its commute trip~~
5 ~~reduction program for their employees; or (c) the vehicle must be~~
6 ~~owned and operated by individual employees and must be registered~~
7 ~~either with the employer as part of its commute trip reduction~~
8 ~~program or with a public transportation agency serving the area where~~
9 ~~the employees live or work. Individual employee owned and operated~~
10 ~~motor vehicles will require certification that the vehicle is~~
11 ~~registered with a major employer or a public transportation agency.~~
12 ~~Major employers who own and operate motor vehicles for their~~
13 ~~employees must certify that the commuter ride-sharing arrangement~~
14 ~~conforms to a carpool/vanpool element contained within their commute~~
15 ~~trip reduction program.)~~)

16 NEW SECTION. **Sec. 11.** Sections 6 through 8 of this act expire
17 December 31, 2023.

18 NEW SECTION. **Sec. 12.** Sections 9 and 10 of this act expire July
19 1, 2023.

20 NEW SECTION. **Sec. 13.** The provisions of this act shall not
21 impair any contracts signed on or before the effective date of this
22 section and the payments obligated by those contracts for delivery of
23 vehicles from a manufacturer or dealer to a government agency or
24 employer even if they occur after the effective date of this section.

25 NEW SECTION. **Sec. 14.** This act is necessary for the immediate
26 preservation of the public peace, health, or safety, or support of
27 the state government and its existing public institutions, and takes
28 effect immediately.

--- END ---